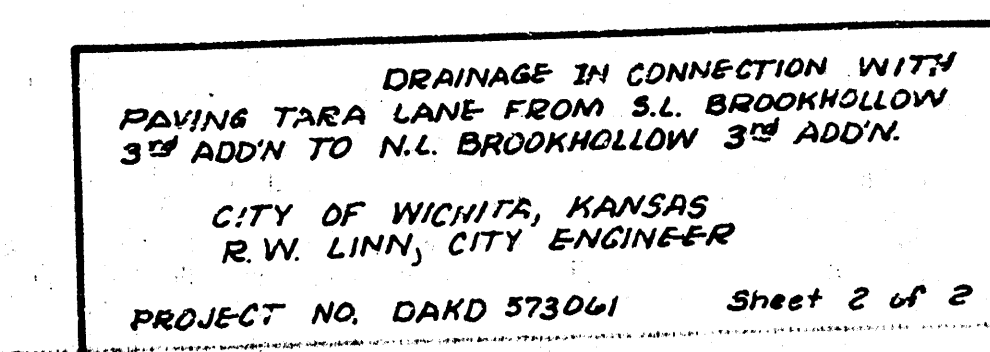
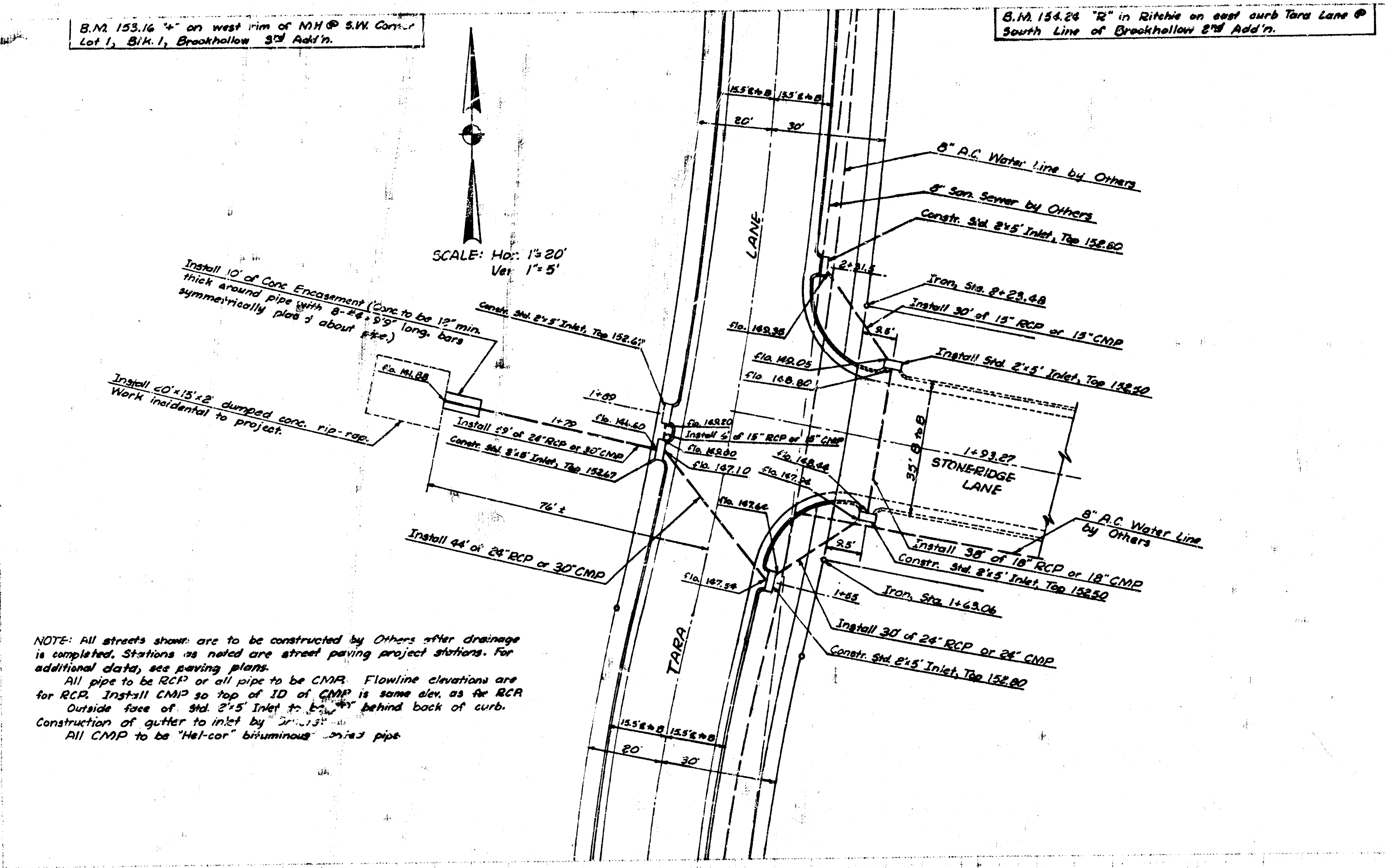


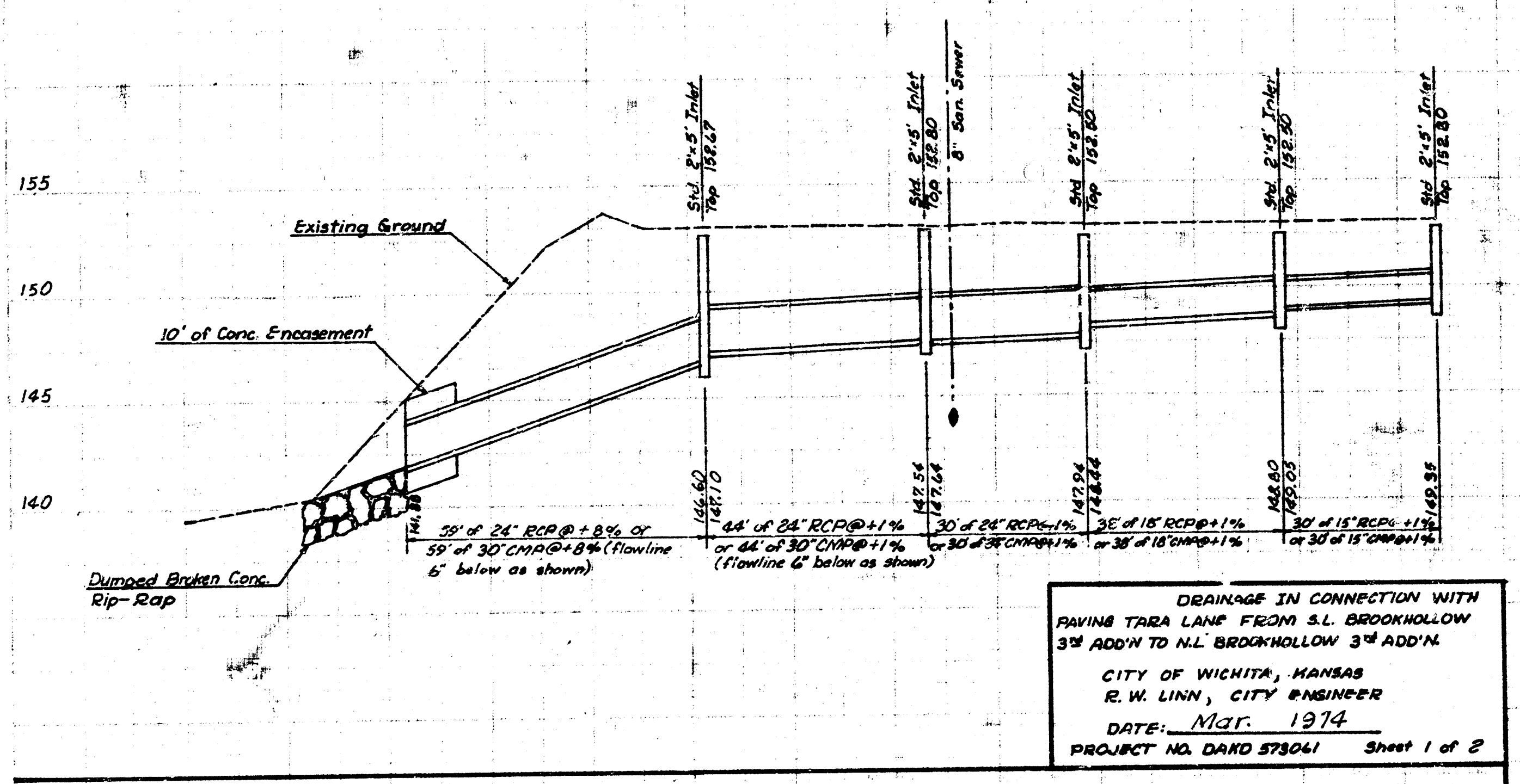


B.M. 153.16 "4" on west rim of NW 1/4 S.W. Corner
 Lot 1, B.M. 1, Brookhollow 3rd Add'n.

B.M. 154.24 "4" in ditch on east curb Tara Lane @
 South Line of Brookhollow 3rd Add'n.



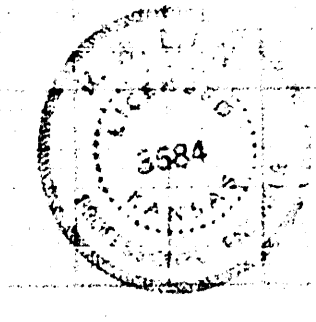
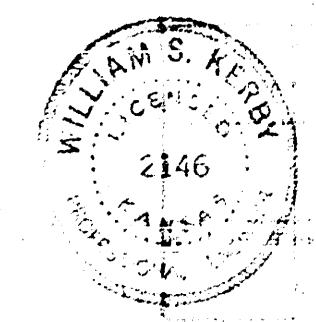
NOTE: All streets shown are to be constructed by Others after drainage is completed. Stations as noted are street paving project stations. For additional data, see paving plans.
 All pipe to be RCP or all pipe to be CMP. Flowline elevations are for RCP. Install CMP so top of ID of CMP is same elev as the RCP. Outside face of 24\"/>



DESIGN DATA:
 D.A. 7.6 ft
 Surface Drop 16'
 Length of Flow 880'
 4-10 min. (avg. V=14.8 fpm)
 Q=14.7 (Requires 6 inlets)
 Q=18.8 (Requires 5 inlets)
 Q=21.7 (Requires 6 inlets)

Permissible Head of Culvert
 DIM (RCP) 150.85
 DIM (CMP) 150.25

Q=21.7 cfs RCP Drop 0.58' CMP Drop 0.44'	Q=14.7 cfs RCP Drop 0.51' CMP Drop 0.38'	Q=10.8 cfs RCP Drop 0.32' CMP Drop 0.28'	Q=7.8 cfs RCP Drop 0.25' CMP Drop 0.25'	Q=3.6 cfs RCP Drop 0.18' CMP Drop 0.28'
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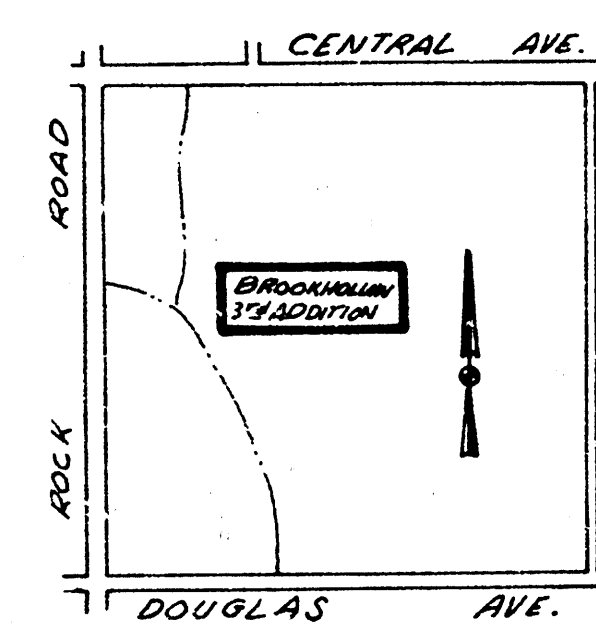
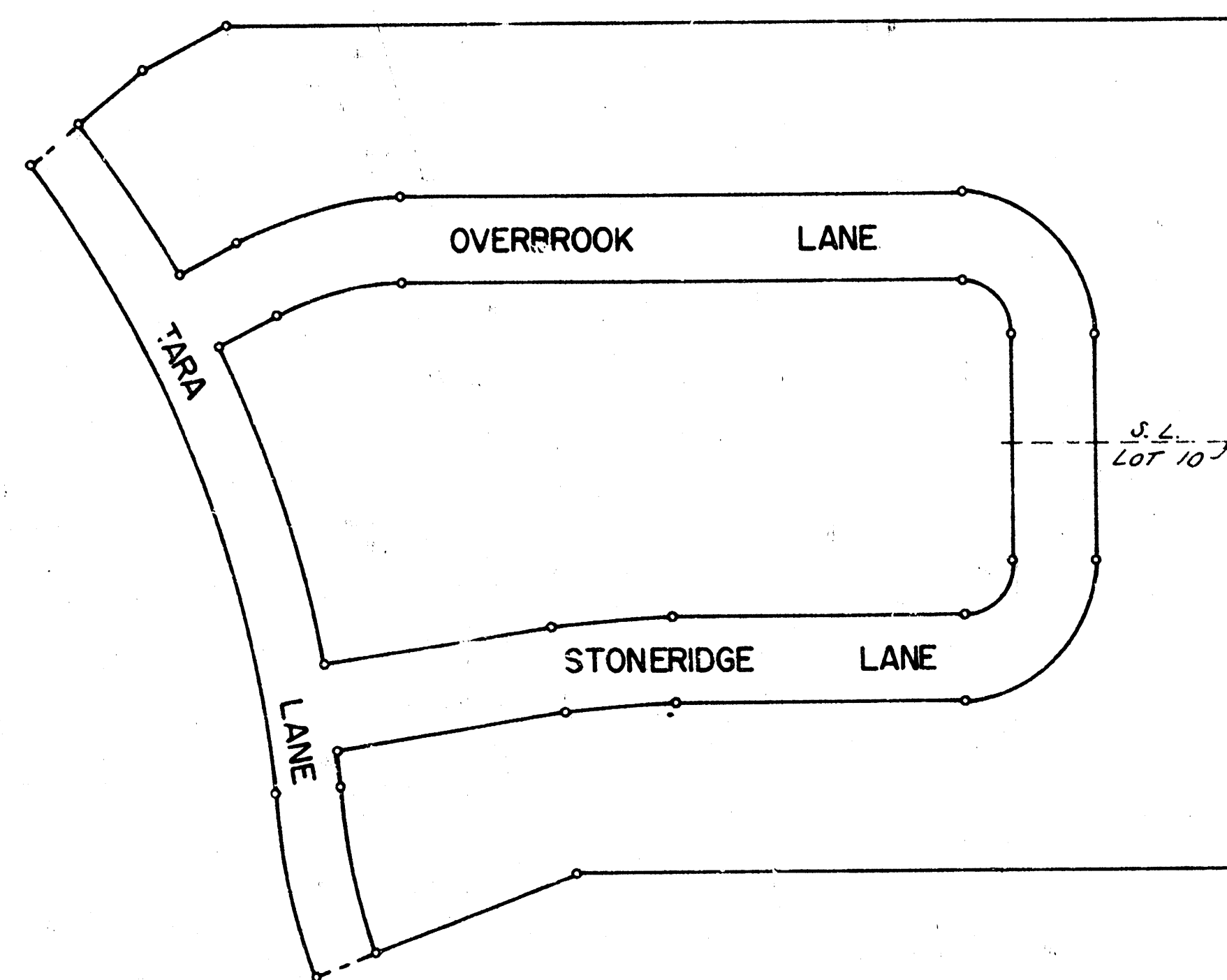


Survey Gibson
 P160 Schneider
 Exo Elliott
 Checked

OVERBROOK LANE - EL. TARA LANE TO SL. LOT 10,
BLK. (2) BROOKHOLLOW 3RD. ADDN. - 35'-0" " " "

STONERIDGE LANE - EL. TARA LANE TO SL. LOT 10,
BLK. (2) BROOKHOLLOW 3RD. ADDN. - 35'-0" " " "

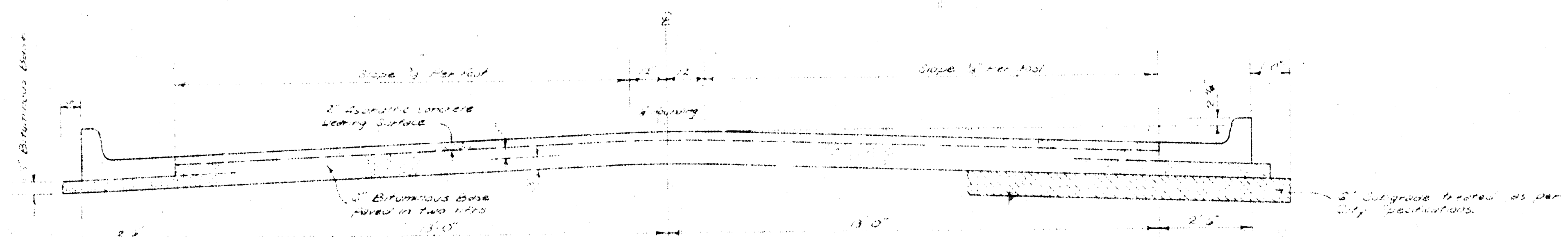
R. W. LINN ————— CITY ENGINEER



"LOCATION MAP"

- ### GENERAL NOTES
1. CONTRACTOR TO CLEAR RIGHT-OF-WAY, GRADE KERKINGS, AND CONSTRUCT COMPACTED FILL IN SIDEWALK AREAS. SIDEWALK TO BE CONSTRUCTED BY OTHERS.
 2. TYPE OF SUBGRADE TREATMENT SHALL BE AS DETERMINED BY FIELD ENGINEER. SUBGRADE TREATMENT MAY CONSIST OF LIME TREATMENT OR CEMENT TREATMENT.
 3. ROLL CURB SHALL BE DERESSED THROUGH DRIVEWAYS CONSTRUCTED IN CONJUNCTION WITH THIS PROJECT.
 4. THIS PROJECT SHALL BE COORDINATED WITH SANITARY SEWER PROJECTS AND INCIDENTAL DRAINAGE PROJECT TO BE CONSTRUCTED WITHIN THE STREET RIGHT-OF-WAY.

TARA LANE



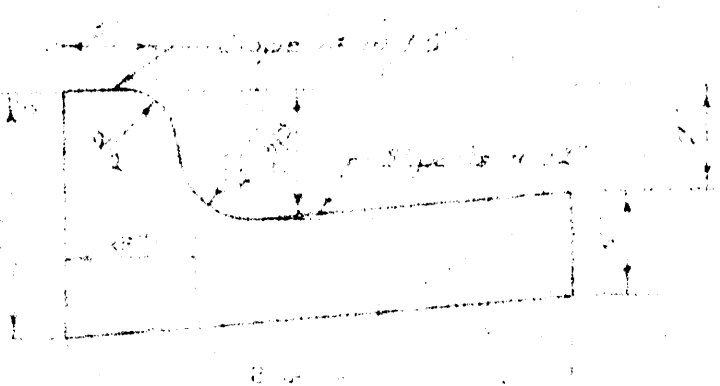
TYPICAL SECTION

3' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

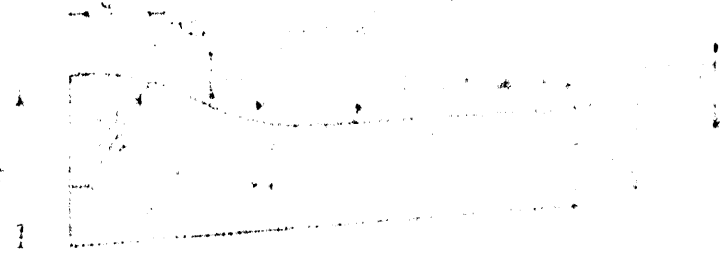
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ YD. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY, AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

The A.C. pavement between the Comp. Curb & Gutter shall be paid as 3' to 3.5' A.C. Pavement in Bituminous Base. The Bituminous Base under the Comp. Curb & Gutter shall be paid as 3' to 3.5' Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



Sheet No. 1A of 12

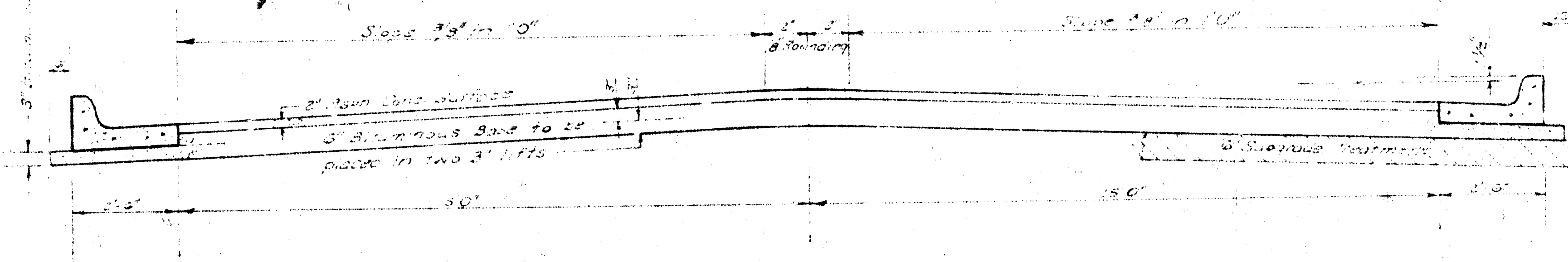
CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

R. W. LINN CITY ENGINEER

DATE MAR 1974 PROJ NO.

Overbrook Lane
Stoneridge Lane



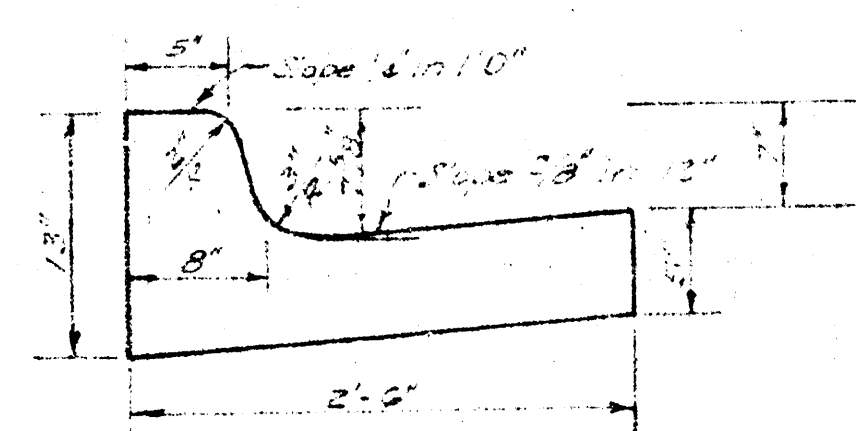
TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

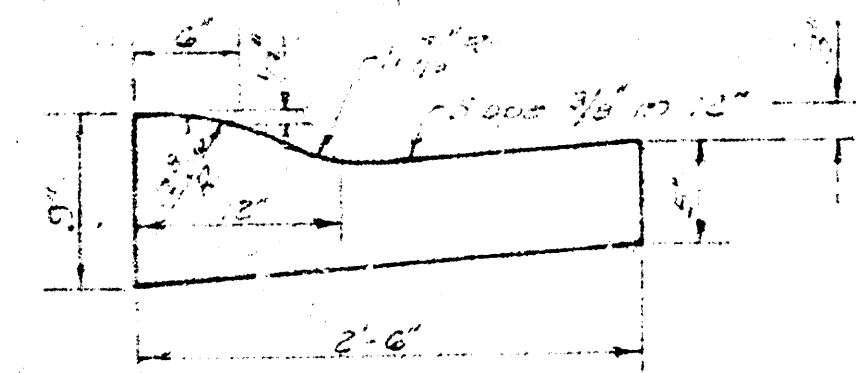
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

The P.C. Pavement between the curb and gutter shall be paid as 3" (1.0" Pavement) 3" Bituminous Base. The Bituminous Base under the curb and gutter shall be paid as 3" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



Sheet No. 18 of 12

CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering

Division

R.W. LINN

CITY ENGINEER

DATE

Proj. No.

B.M. 153.16' on West Rim of M.H. @ S.W. Corner Lot 1,
Bk. 1, Brookhollow 3rd Addn.

Note: Baseline and stationing is along left
right of way line.

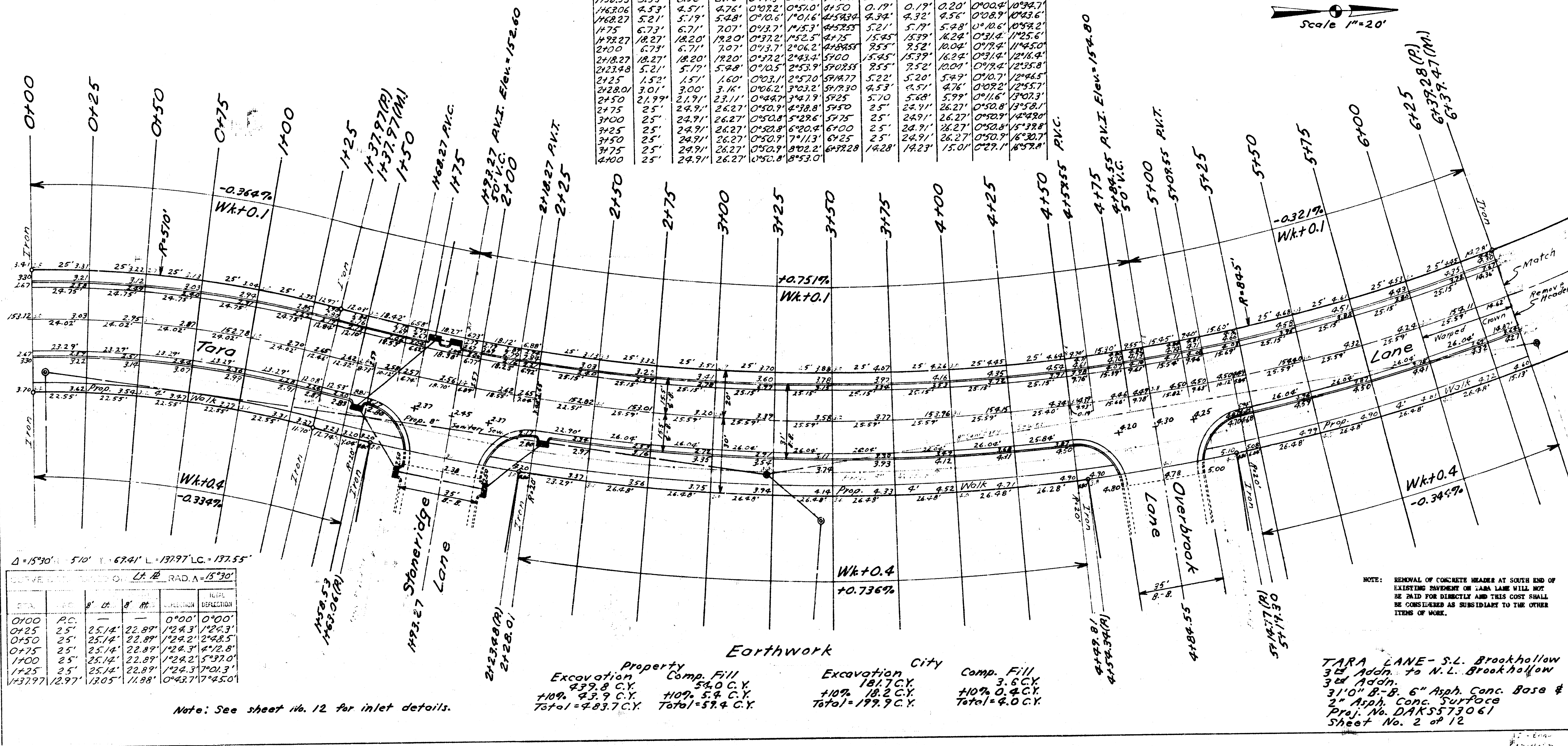
$\Delta = 33.95^\circ$ - 895.00' T. - 258.28' L. - 501.31' L.C. - 472.99'

CURVE DATA BASED ON $L.R.$ RAD. $\Delta = 33.95^\circ$

STA	AFC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION	ARC	ARC CHORD	CHORD BEYOND	TOTAL
1437.97	R.C.	—	0°00'	0°00'	57.0	24.60	17.60	0.00
1450	120.5	12.65	0°24.5'	0°24.5'	25	24.91	24.27	0°49.0'
1450.5	8.53	8.53	0°4.3'	0°4.3'	24.72	24.01	0°50.4'	0°99.4'
1460.6	4.53	4.51	0°7.6'	0°11.9'	0.19	0.19	0°100.4'	0°199.8'
1462.27	5.21	5.19	0°10.6'	0°22.5'	4.34	4.34	0°208.9'	0°437.7'
1475	6.73	6.71	0°13.7'	0°36.2'	5.21	5.21	0°340.6'	0°778.3'
1482.27	18.27	18.20	0°37.2'	0°73.4'	15.45	15.39	0°514.4'	1°125.6'
2100	6.73	6.71	0°13.7'	0°87.1'	5.21	5.21	0°591.4'	1°185.0'
2108.27	18.27	18.20	0°37.2'	0°124.3'	15.45	15.39	0°739.4'	1°324.4'
2123.88	5.21	5.19	0°10.6'	0°134.9'	4.34	4.34	0°794.4'	1°353.8'
2125	1.52	1.51	0°03.1'	0°138.0'	5.22	5.20	0°794.4'	1°353.8'
2128.01	3.01	3.00	0°06.2'	0°144.2'	4.33	4.31	0°802.2'	1°357.7'
2150	21.99	21.91	0°44.7'	0°188.9'	5.70	5.68	0°802.2'	1°357.7'
2175	25	24.91	0°50.9'	0°239.8'	25	24.91	0°802.2'	1°357.7'
3100	25	24.91	0°50.9'	0°290.7'	25	24.91	0°802.2'	1°357.7'
3125	25	24.91	0°50.9'	0°341.6'	25	24.91	0°802.2'	1°357.7'
3150	25	24.91	0°50.9'	0°392.5'	25	24.91	0°802.2'	1°357.7'
3175	25	24.91	0°50.9'	0°443.4'	25	24.91	0°802.2'	1°357.7'
4100	25	24.91	0°50.9'	0°494.3'	25	24.91	0°802.2'	1°357.7'

B.M. 154.24' in Ritchie on East Curb Tara Lane @ South
Line of Brookhollow 2nd Addn.

Scale 1"=20'



$\Delta = 15.90^\circ$ - 510' T. - 67.41' L. - 137.97' L.C. - 137.55'

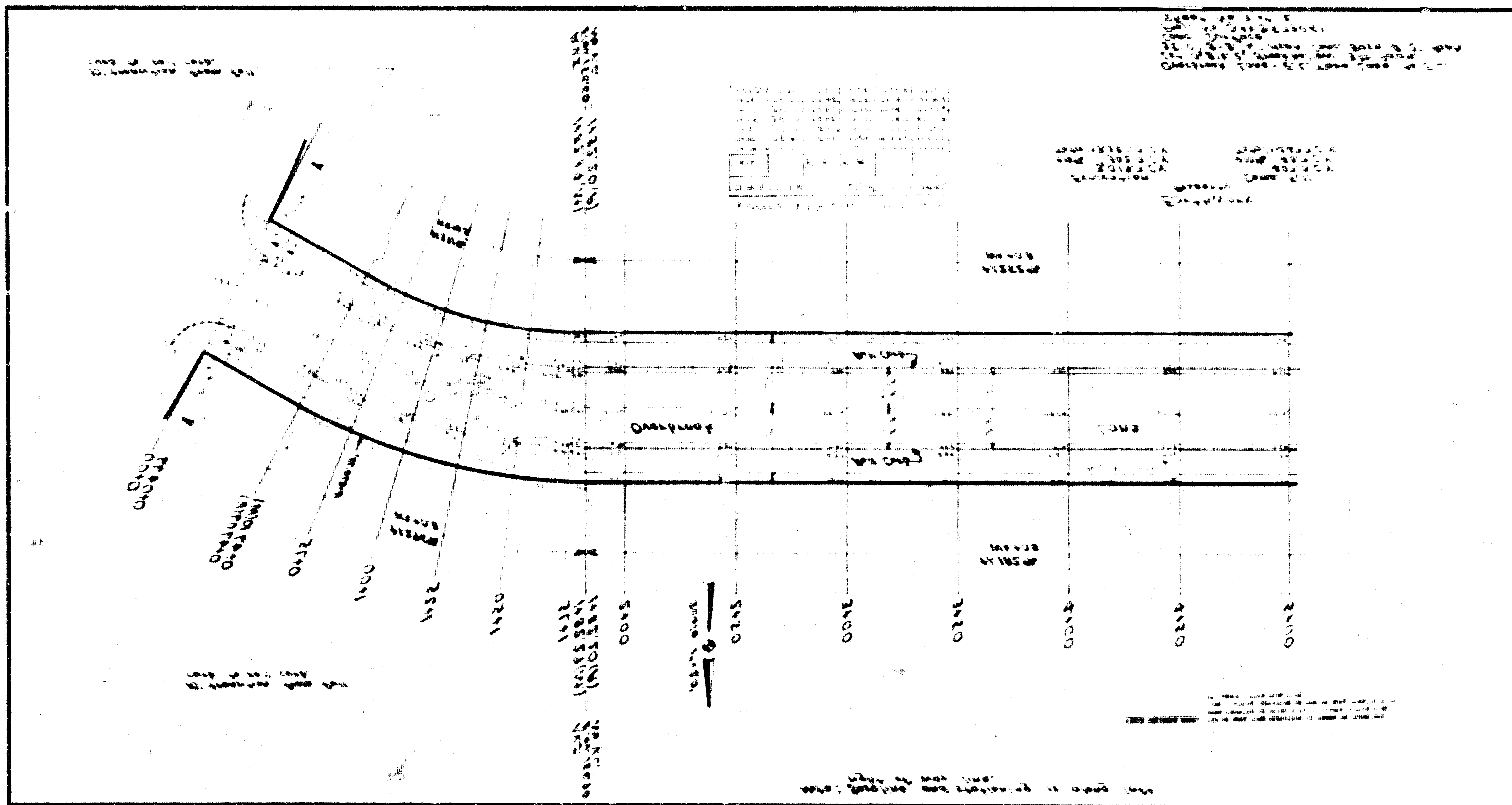
CURVE DATA BASED ON L.R. RAD. $\Delta = 15.90^\circ$

STA	AFC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
0+00	R.C.	—	0°00'	0°00'
0+25	25	25.14'	22.89'	124.3'
0+50	25	25.14'	22.89'	248.5'
0+75	25	25.14'	22.89'	372.8'
1+00	25	25.14'	22.89'	517.0'
1+25	25	25.14'	22.89'	661.3'
1+50	25	25.14'	22.89'	805.6'
1+57.97	12.97'	13.05'	11.98'	843.7'
				745.50'

Note: See sheet No. 12 for inlet details.

Property	Excavation	Comp. Fill	City	Excavation	Comp. Fill
Excavation	439.8 C.Y.	54.0 C.Y.	Excavation	181.7 C.Y.	3.6 C.Y.
Comp. Fill	109.5 C.Y.	5.9 C.Y.	Comp. Fill	18.2 C.Y.	109.0 C.Y.
Total	549.3 C.Y.	59.9 C.Y.	Total	199.9 C.Y.	112.6 C.Y.

TARA LANE - S.L. Brookhollow
3rd Addn. to N.L. Brookhollow
3rd Addn.
3' 10" B-8 6" Asphalt Conc. Base &
2" Asphalt Conc. Surface
Proj. No. DAK5573061
Sheet No. 2 of 12

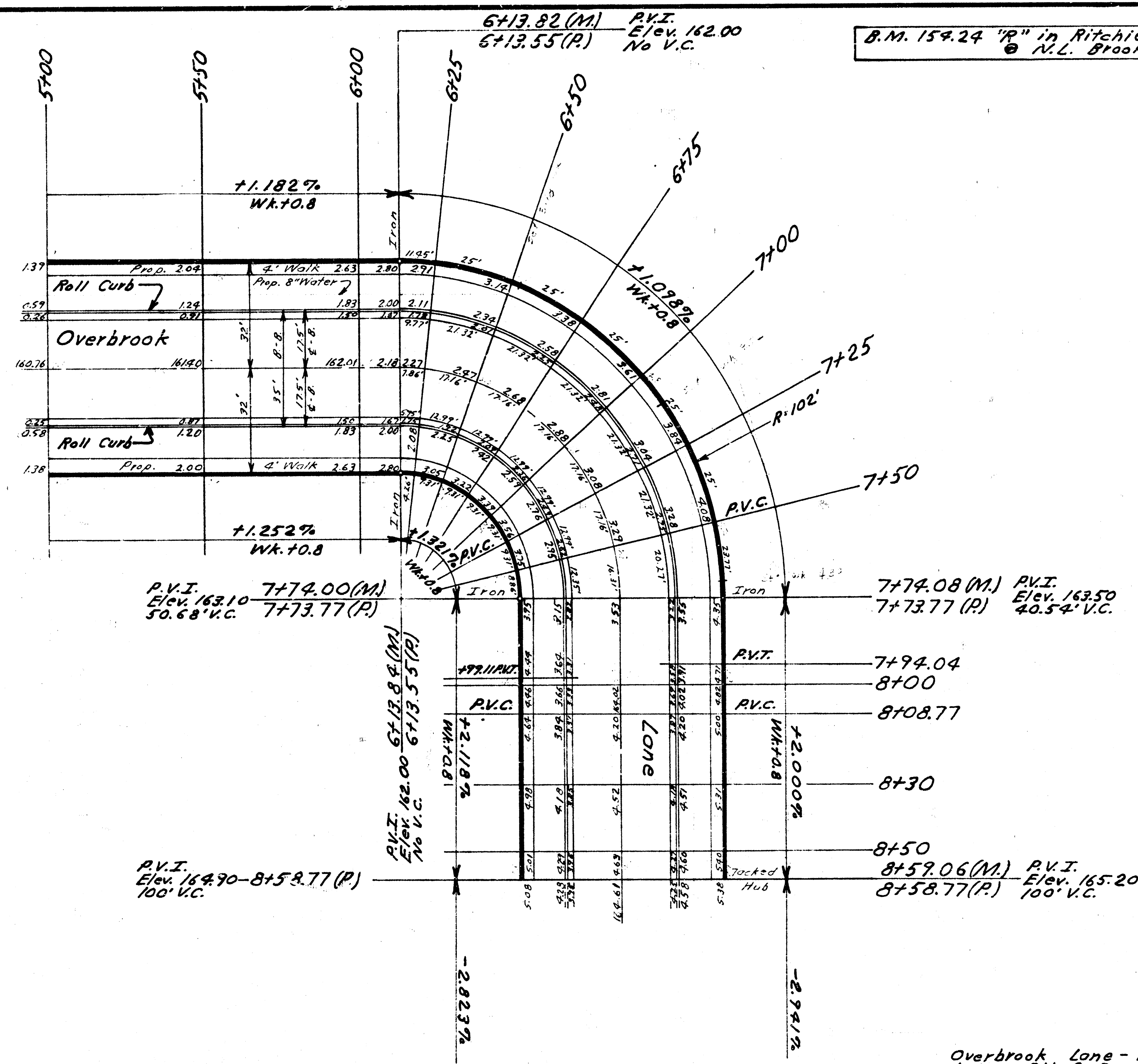




$\Delta = 70.00' R = 102.00' T = 102.00' L = 160.22' LC = 144.25'$

CURVE DATA BASED ON $\frac{1}{4}$ IN. RAD. $\Delta = 70.00'$

STA.	ARC	CHORD LENGTH	CHORD BEING	DEFLECTION	TOTAL
6+13.55	P.C.	—	—	0°00'	0°00'
6+25	11.45'	10.66'	5.05'	3°12.9'	3°12.9'
6+50	25'	23.23'	11.00'	7°01.3'	10°14.2'
6+75	25'	23.23'	11.00'	7°01.3'	17°15.5'
7+00	25'	23.23'	11.00'	7°01.3'	24°16.8'
7+25	25'	23.23'	11.00'	7°01.3'	31°18.1'
7+50	25'	23.23'	11.00'	7°01.3'	38°19.4'
7+73.77	23.77'	22.09'	10.46'	6°40.6'	45°00.0'



Overbrook Lane - E.L. Tara Lane to S.L.
 Lot 10, Bk. 2, Brookhollow 3rd Addn.
 35' 0" R-2" 2" Asphalt Conc. Base & 2" Asphalt.
 Conc. Surface
 Proj. No. DAKS 573061
 Sheet No. 4 of 12

